









## THE KOWLOON EXTENSION.

It is notified in the *Gazette* that Monday, the 17th instant, having been selected as the date for the holding of the British flag in the new territory, will be observed as a public holiday. Papers relating to the new territory, including the long expected report of the Hon. J. H. Stewart Lockhart, C.M.G., are published in the *Gazette*. The first document dated 20th October, 1898, is as follows:—

## ORDER OF HER MAJESTY THE QUEEN IN COUNCIL.

Whereas by a convention dated the 6th day of June, 1898, between Her Majesty and His Imperial Majesty the Emperor of China, it is provided that the limits of British territory in the regions adjacent to the colony of Hongkong shall be enlarged, under leases to Her Majesty in the manner described in the said convention.

And whereas it is expedient to make provision for the Government of the territories acquired by Her Majesty under the said Convention, during the continuance of the said lease.

It is hereby ordered by the Queen's most Excellent Majesty, by and with the advice of Her Majesty's Privy Council, as follows:—

1.—The territories, within the limits and for the term described in the said Convention shall be and the same are hereby declared to be part and parcel of Her Majesty's colony of Hongkong in like manner and for all intents and purposes as if they had originally formed part of the said colony.

2.—It shall be competent for the Governor of Hongkong, by and with the advice and consent of the Legislative Council of the said colony, to make laws for the peace, order and good government of the said territories as part of the colony.

3.—From a date to be fixed by proclamation of the Governor of Hongkong, all laws and Ordinances which shall at such date be in force in the colony of Hongkong shall take effect in the said territories and shall remain in force therein until the same shall have been altered or repealed by Her Majesty or by the Governor of Hongkong, by and with the advice or consent of the Legislative Council.

4.—Notwithstanding anything herein contained the Chinese officials now stationed within the city of Kowloon shall continue to exercise jurisdiction therein except in so far as may be inconsistent with the military requirements of the defence of Hongkong.

And the Right Honourable Joseph Chamberlain, one of Her Majesty's Principal Secretaries of State, is to give the necessary directions here-in accordingly.

A. W. FITZROY.

## PROCLAMATION.

Next follows a proclamation by H.E. the Governor directing that from the 17th April, 1899, all laws and ordinances which shall at such date be in force in the colony of Hongkong shall take effect in the said territories and shall remain in force until the same shall have been altered or repealed by Her Majesty or by the Governor of Hongkong, by and with the advice or consent of the Legislative Council.

## NEW ORDINANCES.

The drafts of the following three Bills are published:—An Ordinance to exempt the territories comprised in the recent extension of the colony of Hongkong from the operation of certain laws and for other purposes. "An Ordinance relating to Local Communities and Tribunals." "An Ordinance to provide for the Better Regulation of the New Territories."

In the first Bill twenty-three Ordinances are enumerated as not applying to the new territories and include the Cattle Diseases, Slaughterhouses, and Markets Ordinances, the Licensing Ordinances, the Opium Ordinances, Public Health Ordinances, the Building Ordinances, and the Births and Deaths Registration Ordinances. But sections 4 and 5 of the Cattle Diseases, Slaughterhouses and Markets Ordinance are to be enforced to provide against the sale and importation of unwholesome food.

The object of the second Bill is to establish village tribunals in the new territory for the trial of petty civil and criminal cases. The civil jurisdiction of these tribunals is to be limited to cases in which the amount involved does not exceed \$100, and in criminal matters the power of punishment is limited to the infliction of a fine of \$10, with a further fine not exceeding \$10 per day for a continued offence; imprisonment not exceeding one month in default of the payment of the fine; or, in lieu of imprisonment, a flogging not exceeding twelve strokes. An appeal lies from the lowest village tribunal to the sub-district court, to the district court, and from the latter court to a magistrate, and from the magistrate to the Governor. The Governor-in-Council has power to make rules for the peace, good order, health, cleanliness, good government, and well-being of the new territory and for certain specified purposes. The Governor-in-Council is also empowered to make rules for the levying of contributions for the payment of watchmen and for other purposes. The district and sub-district committees are to exercise the powers of the village tribunals, and the district and sub-district committees are to exercise the powers of the village tribunals, and the district and sub-district committees are to exercise the powers of the village tribunals.

The object of the third Bill is to confer temporary power upon the Executive Council of the colony to make rules for the collection of revenue in the new territories. The measure is introduced as a temporary expedient in order to remove difficulties which must necessarily be experienced in dealing with certain sources of revenue which are new to this colony, and the delays which would be occasioned by passing numerous Ordinances and amending Ordinances.

This Ordinance will remain in force for one year and may be from time to time extended as the Legislative Council deem expedient.

## THE SECRETARY OF STATE'S DESPATCH.

SIR,—I am now in a position to communicate to you the views of Her Majesty's Government as to the future administration of the territory which, under the Convention between the United Kingdom and China of the 6th June last, has been added to the Colony of Hongkong, and to convey to you their instructions as to the steps to be taken for its formal occupation in the name of Her Majesty the Queen.

I have in the first place to enclose an Order of Her Majesty in Council dated the 20th October last and declaring the territories within the limits and for the term described in the above Convention to be part and parcel of the Colony of Hongkong, and to cause the Order in Council, which has not at present been made public, to be published in the Colony as early as date as possible.

3.—You have already become acquainted with the general aspects of the questions involved in the transfer of this territory, and it is unnecessary therefore that I should here dwell upon them at any length. There are three points which Her Majesty's Government have regarded as of special importance in the preliminary stages of the negotiations. They relate to Kowloon, the northern boundary of the leased territory, and the collection of the Chinese duties on opium.

4.—The questions of the civil administration of Kowloon city and of the extension of the northern frontier, so as to include the town of Sham Chun, will require no immediate action on your part pending negotiations with the Chinese Government, but while such negotiations are pending, the time should be lost in giving attention to the third question, that of the prevention of smuggling into China and the collection of the Chinese Customs duties on opium. You will see that Her Majesty's Government have come to the conclusion which—if I understand right—is your own conclusion also, that the only satisfactory solution of this question will be the establishment of some system whereby the Chinese Customs duties on opium imported into China from Hongkong, including the newly-added territory, shall be actually collected by the Government of Hongkong.

5.—I should wish you to understand that in my opinion the new territory should form the outset be regarded as an integral part of the colony of Hongkong, and, as such, should be brought under the general administration of the colony at as early a date as possible. It appears to me that future difficulties will be obtained by taking this course, and that it will be found to be at once more economical than treating the leased district as a separate part of the old colony. It has, therefore, become necessary to consider whether and in what manner the existing laws of Hongkong may be adapted to the circumstances of the new territory, and this question, as I need hardly observe, presents many features of great difficulty. On the principle that the new territory shall be taken to be and so far as possible be treated as an integral part of the colony, it is desirable that as many of the existing laws of Hongkong as are applicable to its circumstances should be at once applied, the administration of the laws being carried out in strict accordance with the principle of native custom and prejudice; but there are some laws which are inapplicable and they require some special notice.

6.—I have taken advantage of the presence in this country of Mr. Goodman, Attorney General of Hongkong, and he has drawn up a memorandum on the subject together with a draft Ordinance, copies of which are enclosed. This memorandum has been of great use to me in considering the question and the conclusions at which I have arrived as regards the various Ordinances 3 of 1841—LAND, ETC., REGISTRATION OF DEEDS, ETC., RELATING TO REAL PROPERTY.

7.—I concur in Mr. Goodman's opinion that for the reasons given by him this Ordinance need not be excluded. The land question, however, is one which must be dealt with promptly, and one of the first steps to be taken must be the appointment of a Land Commissioner with a staff of native surveyors. To this subject I refer in a later paragraph of this despatch.

## ORDINANCE 16 OF 1899—REGISTRATION OF DEEDS, ETC., RELATING TO REAL PROPERTY.

8.—I concur in Mr. Goodman's opinion that this Ordinance should for the present be excluded. Registration of births and deaths should, however, be carried out as soon as possible, and might be entrusted to the Village Councils and Elders, working under the supervision of an Assistant Registrar General or other European Officer.

## ORDINANCE 14 OF 1875—MARRIAGE REGISTRATION.

9.—I agree with Mr. Goodman that this Ordinance need not be excluded. But it has been pointed out to me by Mr. Lockhart that, owing to the known habits of the Chinese in the matter of correspondence, there may be considerable difficulties in carrying it into operation, and I should wish you to use considerable discretion in the matter. You may possibly find it desirable to come to some arrangement with the Chinese Sub-Prefect Offices such as is in force in the Straits Settlements, and in that case the Governor of that Colony would doubtless be able to give you every information.

## ORDINANCE 21 OF 1887—LICENSING.

10.—I concur in Mr. Goodman's opinion that it would be as well not to extend this Ordinance to the new territory for the present.

## ORDINANCE 24 OF 1887—PUBLIC HEALTH AND AMENDING ORDINANCES.

11.—I regard this as one of the most important and at the same time one of the most difficult questions to be considered in connection with the new territory. I entirely agree with Mr. Goodman that the new district must not be left without any sanitary laws, but I consider that it would not be advisable to extend to it without any modification the sanitary laws of Hongkong. I have been represented to me by Mr. Lockhart that they are too complicated and too advanced for the circumstances of the new territory; and that although the Sanitary Board may be the best machinery for dealing with the sanitary affairs of Hongkong, which is in the main a city and a seaport, it is not suited for the direction of sanitary matters in a territory extending over 370 square miles. Mr. Lockhart's opinion that the Village Councils and Elders should be held responsible for maintaining their villages in a sanitary condition, subject to the inspection and control of an officer of health and his staff, who should be held directly responsible to the Government. By this means the Village Councils and Elders will constitute the Sanitary Board in each village or group of villages, the influence of the leading men will be enlisted on the side of sanitation, and matters will work more effectively and smoothly than they would under any other system. The expense, moreover, of applying the Sanitary laws of Hongkong would, I am informed, probably be very great, whereas under the alternative system proposed it would be comparatively trifling.

12.—I am of opinion, therefore, that these laws should be excluded, but you should lose no time in procuring the enactment of a simple law on the lines above suggested, and here again you may possibly find it desirable to consult the Governor of the Straits Settlements as to the system under which Sanitary Boards are working in the Federated Malay States.

## ORDINANCE 21 OF 1886—SPIRIT LICENCES.

13.—I concur in Mr. Goodman's opinion that this Ordinance should be excluded for the present.

## ORDINANCE 15 OF 1889—BUILDING ORDINANCE AND AMENDING ORDINANCE.

14.—I concur in Mr. Goodman's opinion that these Ordinances should be excluded unless the Director of Public Works reports that they can be satisfactorily carried out in the new territory.

## ORDINANCE 5 OF 1890—VACCINATION.

15.—I agree that this Ordinance may properly be included.

## ORDINANCE 26 OF 1891—MERCHANT SHIPPING.

16.—As a new Merchant Shipping Consolidation Ordinance is about to be introduced it may be advisable to exclude the existing Ordinance from the new territory.

17.—There is no question as to the "waters" of the colony, the limits being clearly marked in the map attached to the convention, a copy of which is annexed, and which should be closely followed in any definition in the proposed new Ordinance.

## ORDINANCE 27 OF 1887—CATTLE DISEASE.

18.—Before deciding whether this Ordinance should be extended to the new territory, the Colonial Veterinary Surgeon might wish to have been called upon for a report on any recommendations he may be able to make after a full and careful consideration of all the circumstances of the case. But I agree with Mr. Goodman that sections 4 and 5 of Ordinance 23 of 1890 dealing with the sale and importation of unwholesome food should be extended at once.

19.—As all Ordinances not specified in the schedule attached to Mr. Goodman's draft Ordinance will apply to the new territory, you should carefully consider whether there are any others not alluded to in his memorandum, which it might be also desirable to exclude. There are various other questions to be considered in connection with the new territory which will require your careful consideration, and some of which have doubtless already received your attention. I do not propose, however, to do more than refer to them generally at the present moment, as their ultimate decision must depend in a great measure on the course of events.

20.—You will have gathered, from my previous remarks that I am in favour of utilizing the existing machinery of Government in Hongkong as far as local circumstances will allow. This principle should, therefore, be borne in mind in considering all questions connected with expenditure and taxation. Whatever expenditure is incurred should appear on the Hongkong Estimates, and whatever revenue is collected should go into the Hongkong Exchequer.

21.—It will be seen from p. 16 of Mr. Lockhart's report that the total revenue from taxation of the new territory is estimated at about £260,000, and this may be regarded as the income which will be at the disposal of the Government for the first year or two at any rate. I should simply suffice to state that the initial cost of a simple administration which at first will amount to little more than supervising local bodies and protecting life and property, unless there is a large outlay on public works. Some expenditure on public works will no doubt be necessary from the very first, and as the territory progresses this expenditure may naturally be expected to increase. To meet it, Mr. Lockhart has recommended that recourse should be had to a loan, but while I am in principle not opposed to having recourse to the issue of public works, I think it is important that you should consider the question of the loan in all its bearings. It would, however, I think under any circumstances be desirable that the Director of Public Works, possibly with other expert assistance, should consider and make suggestions as to what public works in the nature of roads, bridges, police stations, etc., should be undertaken at once, and also to advise as to future undertakings. Whenever money is available for the purpose it will be desirable to secure the services of a mining expert to make a detailed geological report, and I shall be glad if you will bear this latter point especially in mind.

22.—The question of titles to land should be settled as early as possible, and in order to expedite the work of registration, holders of land should be allowed to register their titles at an office in the new territory instead of having to waste time by coming to an office in Victoria. The officer, moreover, who is entrusted with the duty of settling the land titles should, within reason, be given for the time being full powers to deal with all questions of the kind that may come before him. When all the land titles have been settled and proper surveys made the principal land office will be in Hongkong itself. The examination into titles should not be of too technical a nature, and where lengthened occupation or improvements can be shown, with no adverse claims from private individuals, a Government title should be granted, even if no other is forthcoming. Security for all reasonable rights in regard to land will be a great inducement to content and loyalty and to the popularizing of British rule.

23.—The land question, however, by no means ends here, and there will be much left to consider after the preliminary survey is completed. The land tax will no doubt be at first the principal source of revenue, and it should be distinctly understood from the first that, as the land becomes more valuable, the tax will be subject to revision at intervals of years. It will also be necessary to consider the question of the tenure of Crown lands. Seeing that the territory is held under lease for ninety-nine years, the question of freehold grants does not arise, and the land should be leased for stated periods, not exceeding the term which I have laid down in the case of the present colony with powers of resumption on fair terms if the public service requires it.

24.—In dealing with the question of what laws of Hongkong should be extended to the new territory I have not made any reference to the administration of the criminal law. In this matter I should wish to refer generally to the recommendations made by Mr. Lockhart. I agree with Mr. Lockhart that the existing village organizations should be maintained and utilized, and I approve of the immediate appointment of an itinerant Magistrate as suggested. I shall be glad if you will at once select an officer for provisional appointment in this capacity. An appeal should lie to the itinerant Magistrate from the village tribunals, and from him to the Governor, this latter course being preferable in my opinion to an appeal to the Supreme Court. An Ordinance will be necessary, framed on the lines of the Ordinance now in force of 1889, to legalise and define the powers of the village and district Council or tribunals.

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27.—I have now touched upon what appear to me to be the most important questions for your immediate consideration. You will gather from what I have said that while I differ from some of the conclusions at which Mr. Lockhart has arrived, I nevertheless concur generally in the recommendations which he has made in his report. Although I am unable to entertain the idea of a separate administration of the new territory under a local Commissioner, I consider it highly desirable that Mr. Lockhart should be generally associated with its administration; and with this object in view, he should for the next six months at any rate, be relieved as far as possible from the ordinary duties of Colonial Secretary and Registrar General. It will probably be desirable that he should be permanently relieved of the duties of the latter office, but on this subject I will address you later.

28.—Whatever other provisional appointments may be rendered necessary by these arrangements, I must leave for the present in your hands.

29.—I hope that in the foregoing observations I have succeeded in conveying to you a general expression of my views on this important and interesting subject. But there is much that must necessarily be left to yourself, and I feel that I have been unable to do more than give you an outline of the policy which it is desirable that you should pursue. I have, however, every confidence in your ability to carry out the policy which I have indicated, and I will conclude with an expression of my congratulations to you on finding yourself in the position of the

representative of Her Majesty the Queen on the occasion of the assumption of jurisdiction over this most important addition to Her Majesty's dominions—I have the honour to be, Sir, your most obedient, humble servant.

J. CHAMBERLAIN.

## HON. J. H. STEWART LOCKHART'S REPORT.

Mr. Stewart Lockhart's report on the new territory occupies sixteen pages of the *Gazette*. We make the following extracts from it:—

**PRODUCTS.**  
Rice is the principal article of cultivation and the quality of this product is so highly esteemed that a quantity of it is exported to San Francisco for the use of the Chinese residents there. There is also a large area of land devoted to the growing of sugar cane, indigo, hemp, peanuts, potatoes of different varieties, yam, taro, beans, sesamum, pumpkins, and vegetables of all kinds.

Experiments are now being made to ascertain whether the cotton plant will flourish in the newly-leased area, and there seems to be no reason, as far as soil and climate are concerned, why these experiments should not succeed. If they are successful, the cotton mill which is now being erected in Hongkong would find this a convenient source of supply for at any rate a portion of its raw material.

**FRUITS.**  
The fruits are pomegranates, oranges, lungnans, pears, litchis, persimmons, pomegranates, wongpits and mangoes.

**VEGETATION.**  
The mountain ranges and lower hills are covered with vegetation, and cultivation is found high up on the hill-sides. In some places a crop of rice was growing at an elevation of 1,500 feet, and on the northern slope of the Taimo Shan range tea and pineapple were observed growing at an elevation of 1,500 feet. The range of Taimo Shan, stretching to the west towards Castle Peak Bay, is covered with good grass, which appeared to be such as would suit cattle, horses, and sheep, many thousands of which could find pasture on the slopes of these hills. At present cattle are used entirely for agricultural purposes. The animals, seen were small and well shaped, and generally black or red in colour. Their good condition showed the excellence of the pasture. In the poorer and rocky soil the hills are covered with bracken and ferns, and in the sheltered ravines with brushwood and scrub jungle. There are no extensive forests, but some of the lower hills are clothed with pine-trees, and round many of the villages are found thick clumps of well-grown trees and groves of bamboo.

**POPULATION.**  
There are no reliable statistics possessed by the Chinese Government of the present population of the San On District. No census appears to have been taken for many years. It has therefore been necessary to base an estimate of the population on inquiries made from the inhabitants of the villages themselves. With these as guides it is estimated that the population of the new territory, including the Sham Chun and Shatou Kok divisions, and allowing 5,000 for that portion of the Shatou Kok division which will most probably be included in the new area, amounts in round figures to one hundred thousand (100,000).

The population is contained in six main divisions, inhabiting 423 villages. These villages vary in population from 10 to 5,000 persons. The eastern portion of the district, being more mountainous and less fertile, is not so thickly populated as the western portion. The U Long Tung, or the division including the fertile valleys and plains of Pat Heung and Shap Pat Heung, is the most populous, its population being about 25,000. The district of U Long Tung, or the division including the fertile valleys and plains of Pat Heung and Shap Pat Heung, is the most populous, its population being about 25,000. The district of U Long Tung, or the division including the fertile valleys and plains of Pat Heung and Shap Pat Heung, is the most populous, its population being about 25,000.

The total area of the territory to be leased being 370 square miles, the population is about 266 persons to the square mile. Though by no means at present thickly populated, it is anticipated that when the new territory comes under British occupation its population will rapidly increase.

**INDUSTRIES.**  
The population is chiefly occupied in the cultivation of the soil with the various crops produced. But in addition to agricultural pursuits there are large fisheries, in which many persons are engaged, in the bays surrounding the territory on the east, south, and west, fishing being carried on chiefly by means of stake-nets. The fish are sorted, salted, and sun-dried, and exported to various markets. The trade in salt fish is one of the most important, and employs a large number of persons.

Tea fisheries exist in Tolo Harbour, where pearls of value are said to be sometimes found. In addition to salt-water fish the rearing of fresh-water fish in ponds for the Hongkong market and elsewhere occupies the attention of the villagers of the U Long Tung division. The cultivation of oysters is also carried on to a large extent, especially in Deep Bay. Lime-burning is an important industry, coral and oyster-shells being in the place of limestone. The largest lime-burning works seen were near Castle Peak Bay, where coal obtained from Hongkong was being used as fuel. Lime was also being burnt at Tai Po, Shatou Kok, Sha Tin, Tsun Wan, Ping Shan, and other places visited. It is understood that a great deal of the lime used in Hongkong is imported from the San On district.

The manufacture of bricks and the quarrying of stones enable the inhabitants to obtain building material at a cheap rate. Salt is manufactured in several places. Salt pans were seen at Shatou Kok and Castle Peak Bay.

The indigo grown in the district is used for dyeing cloth, both men and women being engaged in the work of dyeing. Boatbuilding is carried on. A boat-building shed was seen on the shores of Mirs Bay. A large establishment exists near Tsun Wan for the manufacture of joss-powder, out of which joss-sticks, used in the worship of idols, are made. The powder is made from fragrant wood, which is pounded into dust by means of water-wheels, six of which were seen at work.

Although there is a large force of water power, this is the only instance in which we saw water utilised for manufacturing purposes. Ropes and nets are manufactured out of the hemp which was observed growing in various places.

One village we visited was engaged entirely in the manufacture of pottery, the clay for which is found in the mountain immediately above the village. The villagers are said to have learned the art of manufacturing pottery from an Italian missionary who formerly resided amongst them.

In almost every village is carried on the rearing of pigs, large numbers of which are exported annually.

Pine-trees are grown, and cut down for firewood, which is an important article of export. Poultry breeding and fruit growing for the Hongkong market form lucrative occupations for many villages.

With the introduction of capital, which is sure to follow when the territory comes under British occupation, and with that feeling of greater security which just government is bound to inspire, the present industries will be greatly developed, and new industries will be created.

## RAILWAY.

The construction of a railway between Can-

ton and Kowloon has been mooted for a long time, and some years ago a survey of the country, through which a line might pass, was made on behalf of a syndicate of Chinese. But the scheme appears to have been abandoned, and nothing was heard of it until quite recently, when it again came under consideration, and is, I understand, at present being discussed.

If a railway be constructed between Canton and Kowloon, there can be no doubt that such a line would greatly aid the development of the new territory, through a portion of which it would pass, and would be of great commercial and political importance, as it would unite more closely with Hongkong the great commercial city of Southern China and the many towns lying between the city of Canton and that colony.

In the event of a main line being constructed to Canton, it would, no doubt, be advisable to establish branch lines, in connection with the main line, in that portion of the new territory through which the main line will not pass. It has also been suggested that, even if the Canton-Kowloon line be not established at once, light railways should be constructed in the new area. They would, no doubt, help to develop it and increase its population by attracting people to it, but roads seem to be the first requisite, and should be attended to as soon as possible.

**REVENUE AND EXPENDITURE.**  
Detailed information is given under these headings. The revenue is estimated at \$125,000, and the cost of administration at \$125,000. A loan, for initial outlays is recommended, as will be seen from Mr. Chamberlain's despatch, has not been approved.

**BOUNDARY LINE.**  
Under this heading the reasons for shifting the boundary line slightly to the northward are set out.

**PREVENTION OF SMUGGLING.**  
The question of smuggling from Hongkong is one which has given more trouble than almost any other ever since the foundation of the colony.

The whole difficulty lies in the geographical position of the colony of Hongkong, which is so situated that smuggling into China may be checked but can never be altogether prevented. It is obvious that the extension of the colony will not decrease the facilities for smuggling, especially if a mere stream instead of a well-defined range of hills is selected as a boundary. Opium has always been the chief article smuggled. To prevent the smuggling of it, special legislation has been introduced by the Government of Hongkong.

If it is considered desirable, in view of the pledge given by Great Britain to China to prevent, so far as possible, smuggling, to still further control the export of opium from Hongkong, I am of opinion that this can be best effected by a bonding system.

All opium on its arrival at Hongkong from India, should be bonded, and no opium should be allowed to be removed from bond except under proper guarantees as to its destination, or shipped, without the Harbour Master being furnished with a copy of the bill of lading.

The Customs of China should be supplied with regular returns of all shipments. The opium farmer of Hongkong should be made to account clearly for every chest of raw opium supplied to him, and should not be allowed to handle more raw opium than is necessary to meet the opium-smoking requirements of Hongkong and of the new territory, and the demands of the prepared opium export trade to Australia, America, and elsewhere.

These precautionary measures are sure to decrease the revenue of Hongkong. If they are adopted, the Government of China should not hesitate either to lease the whole of the San On district or to adopt that boundary line which is the best in the interests of all parties concerned.

## KOWLOON CITY.

The city of Kowloon is called in Chinese *Kau Lung Shing*. The term *Shing* is the ordinary one used for a city by the Chinese. It originally seems to have signified a rampart, surrounding a space; but it is now always applied to a city surrounded by a wall or rampart, as all Chinese cities are. The Convention refers to the retention of jurisdiction "within the city of Kowloon," thus clearly showing that the *walled city* is meant.

Kowloon is situated about a quarter of a mile from the sea shore. It is enclosed by a stone wall built in 1847, forming as nearly as possible a parallelogram, measuring 700 feet by 400 feet, and enclosing an area of 56 acres. The wall built of granite ashlar facing, is 15 feet wide at the top, and averages in height 13 feet. The wall has six watch towers, at present occupied as family dwellings, and two gateways, with doors made of wood and lined with iron sheeting. The parapet wall is built of granite, and has 119 embrasures. It is approached by four flights of stone steps.

According to a return furnished by the Deputy Magistrate, the total population of Kowloon city is 744; the garrison amounts to 544; the civil population to 200. The officials stationed within the city are, with the exception of one civil officer, a Deputy Magistrate, military officers, the head of whom is the Colonel Commanding. This officer is the chief military officer in the district of San On; is immediately subordinate to the *Ti Tu*, or General in Command of all the land forces in the province of Kwong-tung. The Colonel's jurisdiction is purely a military one, extending over the whole district of San On and the islands adjacent thereto. His original headquarters were at Tai-pang, and his official designation is still *Tai-pang Hsi*, or Colonel stationed at Tai-pang, at which place he has a system, or official quarters. The reason for his having taken up a residence within the city of Kowloon was to place him in closer relations with the Colony of Hongkong.

As the garrison now under the command of the Colonel is maintained for the defence of the district of San On and the adjoining islands, and as the larger portion of that district and most of the islands are to be leased by the British Government, most of the soldiers now supposed to exist under the Colonel's command will be disbanded or transferred elsewhere, whilst the services of those retained will be referred to in the Convention. The residence, therefore, of the Colonel Commanding and of his troops within the city of Kowloon is entirely unnecessary. But even if it were necessary, the military requirements for the defence of Hongkong must surely render it impossible to allow the retention, in the very heart of the territory, of a garrison of soldiers belonging to a foreign power; however friendly that power may be.

The only civil officer resident within the city is a Deputy Magistrate. He is appointed not to control the 200 civilians resident within the city, who are really subject to the military, but to exercise a somewhat extensive jurisdiction outside the city, throughout a large portion of the new area. When that area has been taken over, there appears to be no reason why this office of Deputy Magistrate should continue to exist as the jurisdiction now exercised by him referred to in the Convention. The residence, therefore, of the Colonel Commanding and of his troops within the city of Kowloon is entirely unnecessary. But even if it were necessary, the military requirements for the defence of Hongkong must surely render it impossible to allow the retention, in the very heart of the territory, of a garrison of soldiers belonging to a foreign power; however friendly that power may be.

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Under the Convention, the territory of Kowloon, amounting to 200, lives there simply because it is dependent on the military. It does not engage in trade, there being no shops of any kind within the city. If the military remove from the city, the civil population is

sure to follow, so there will be no one remaining over whom a Chinese officer could exercise jurisdiction.

In any case it appears to be entirely inconsistent with the military requirements for the defence of Hongkong to allow a garrison to take Kowloon to be occupied permanently by Chinese military officers and troops. If that view be accepted, there seems to be nothing to justify the retention of Chinese jurisdiction in any shape or form within the city, for without the garrison the population will, it is certain, be reduced to nothing.

Should any civilians remain after the removal of the military, they might be allowed to establish a native tribunal presided over by the elders and gentry, but subject, of course, in the same way as the other native tribunals throughout the territory, to the control of the travelling magistrate, and possessing the right of appeal to the Council of the Tung, and finally to the Commissioner.

## CONCLUSION.

In conclusion, I may, I trust, be gathered from the account of the new territory, that it will form a valuable extension of Hongkong. It is favourably situated, has good harbours with safe anchorages, possesses a rich soil, and is inhabited by an industrious, hardy, and frugal race. Under Chinese rule, enterprise has been at a discount, and progress has been at a standstill for centuries. The San On district of to-day must be much the same as it was four or five hundred years ago. But when British rule is established, and the people realise that justice prevails, that they are allowed to pursue their avocations in peace and freedom from illicit extortions, and that there is no unnecessary interference with their manners and customs, the spirit of enterprise will soon manifest itself, capitalists will be attracted to a region where their capital is not liable to official "squeeze," the resources of the country will be developed, and its prosperity will continue to increase.

J. H. STEWART LOCKHART, Special Commissioner.

## NOTANDA.

## CALENDAR.



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU. R. Nunome.	Kobe and Yokohama.	Thursday, 13th April, at 4 P.M.
SENDAI MARU. H. Petersen.	Yokohama, Shanghai, and Hongkong.	Thursday, 13th April, at 4 P.M.
SADO MARU. W. Thompson.	Yokohama, Shanghai, and Hongkong.	Thursday, 20th April, at 4 P.M.

For further information as to Freight, Passage, &amp;c., apply to the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 8th April, 1899.

## MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.  
SOLE AGENTS.

Hongkong, 9th December, 1898.

STANDARD OIL COMPANY  
OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of  
CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° F. Test).

A high grade burning Oil for Ship Lights, Light Houses, Farm Cuts and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX.

Crude, Semi-refined and Refined.

ORDERS SOLICITED AND LOWEST PRICES QUOTED.

## WHAT VITALITY MEANS.

Vitality is the measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

## Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or old age. When the food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
AND GENERAL COMMISSION AGENTS.PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.SOLE AGENTS FOR  
HARTMANN'S RAUJENS' GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DANIELS' PATENT MOTOR  
LAUNCHES.Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

Hongkong, 14th May, 1896.

KUHN & KOMOR,  
JAPANESE FINE ART CURIOS,  
No. 25, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA,  
and  
35, DIVISION STREET, KOBE.

Hongkong, 14th March, 1899.

SIEN TING,  
SURGEON DENTIST,  
No. 10, D'AGUIAR STREET,  
TERMS VERY MODERATE.  
Consultation free.

Hongkong, 27th September, 1898.

DENTISTRY.  
SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 4, Queen's Road Central,  
Hongkong, 8th March, 1899.LUTGENS, EINSTMANN & Co.  
Hongkong, 1st September, 1896.Diamond Merchants, Jewel-  
lers and Watchmakers.  
Sole Agents in the East for the amalgamated  
GLENITE, HUMBER and GLADIATOR Co., Ltd.  
DUNLOP TYRES' BICYCLES—PRICE \$160.  
A special reliable Watch made for this Climate.  
Quality A.....\$16.  
Quality B.....\$12.  
10, QUEEN'S ROAD CENTRAL,  
Opposite the Telegraph Office.CARBOLINEUM-AVENARIUS  
USED FOR OVER 20 YEARS.  
With the Utmost Success.  
Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot and Dampness.  
Sole Agents for China,  
LUTGENS, EINSTMANN & Co.  
Hongkong, 1st September, 1896.MITSUBI BUSSAN KAISHA.  
No. 6, Le House Street, Praya Central.Branch Office:—TOKIO.  
Branch Office:—  
LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, TIENSIN,  
NEWCHWANG and all Ports in JAPAN.Agents:—  
Mitsui Bussan Kaisha, Ltd.,  
Osaka, Japan.  
Mitsui Bussan Kaisha, Ltd.,  
London, England.  
Mitsui Bussan Kaisha, Ltd.,  
New York, U.S.A.  
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Bombay, India.  
Mitsui Bussan Kaisha, Ltd.,  
Singapore, Siam.  
Mitsui Bussan Kaisha, Ltd.,  
Shanghai, China.  
Mitsui Bussan Kaisha, Ltd.,  
Tientsin, China.  
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Mitsui Bussan Kaisha, Ltd.,  
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Mitsui Bussan Kaisha, Ltd.,  
Shanghai, China.  
Mitsui Bussan Kaisha, Ltd.,  
Tientsin, China.  
Mitsui Bussan Kaisha, Ltd.,  
Newchwang, China.CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA. Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 26th April, 1899.

EMPEROR OF JAPAN. Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 17th May, 1899.

EMPEROR OF CHINA. Comdr. R. Archibald, R.N.R., WEDNESDAY, 7th June, 1899.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND  
SEAS OF JAPAN and usually make the voyage YOKOHAMA TO VANCOUVER  
in 12 DAYS, saving THREE DAYS to AMERICA in the Trans-Pacific journey and  
make connection at Vancouver with the PACIFIC COAST STEAMSHIP LINE, which  
of the CANADIAN PACIFIC RAILWAY, which passes daily and crosses the Continent FROM  
THE PACIFIC TO THE ATLANTIC OCEAN, and connects the Continent FROM  
Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.Passengers booked through to all principal points and AROUND THE WORLD.  
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and  
Japan Governments.The attractive features of the Company's route embrace its PACIFIC STEAMSHIPS,  
second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World's  
Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unequalled.For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Foster & Street, 13.

Hongkong, 5th April, 1899.

TOYO KISEN KAISHA. NORTHERN PACIFIC  
STEAMSHIP COMPANIES.TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU. Tuesday, 25th April, at Noon.

AMERICA MARU. Tuesday, 13th June, at Noon.

THE Steamship  
HONGKONG MARU  
will be despatched for SAN FRANCISCO, VIA  
SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA and HONO-  
LULU, on TUESDAY, the 25th April, at  
Noon, taking Freight and Passengers for  
Japan, the United States and Europe.Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities  
of the United States or Canada. Rates may be  
obtained on application.Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION  
PACIFIC, DENVER and RIO GRANDE, and  
NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY, on payment of  
\$4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND  
CITIES in the United States have, between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways and from  
Chicago to destination the choice of direct  
lines.Particulars of the various routes can be had  
on application.Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Gulf Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.Freight will be received on board until 4  
P.M. the day previous to sailing. Parcel  
Packages will be received at Office until 5 P.M.  
same day; all Parcel Packages should be  
marked to address in full; value of same is  
required.Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 7, Praya Central.J. S. VAN BUREN, Agent.  
Hongkong, 11th March, 1899.THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS.)THE Steamship  
"BENGAL"Capt. S. Barcham, carrying Her Majesty's  
Mails, will be despatched from this for  
BOMBAY, &c., on SATURDAY, the 15th  
instant, at Noon, taking Passengers and Cargo.  
For the above Ports.Silks and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay.Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 1st April, 1899.FOR SAN FRANCISCO.  
THE "QUEEN MARGARET"Fraser, Master, will load for the above Port and  
will have quick despatch.  
For Freight apply to  
H. A. RITCHIE, SUPERINTENDENT,  
HONGKONG, 1st April, 1899.NORDDEUTSCHER LLOYD. HAMBURG-AMERICA  
LINE.(Freight Service.)  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO,  
LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE MEDITERRANEAN, BLACK  
SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

NURNBERG. AMSTERDAM, HAMBURG, BREMEN. About 13th April.

HAEDELSBERG. HAVRE, HAMBURG, BREMEN. About 20th April.

SERBIA. HAVRE, HAMBURG, BREMEN. About 27th April.

SAVOIA. HAVRE, HAMBURG, BREMEN. About 4th May.

KONIGSBERG. HAVRE, HAMBURG, BREMEN. About 11th May.

These Steamers have Superior Accommodation for Passengers and carry a Doctor and  
Stewards.Calling at NAPLES for Passengers only, if sufficient inducement offers.  
For further particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & CO.,  
Agents.GALFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.IN CONNECTION WITH  
THE ATCHESON TOPEKA SANTA  
FE RAILROAD CO.PROPOSED SAILINGS FROM  
HONGKONG TO SAN FRANCISCO  
AND SAN DIEGO  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.Taking Cargo and Passengers to Japan Ports  
and HONOLULU, the UNITED STATES,  
MEXICO, CENTRAL & SOUTH AMERICA, &c.,  
via INLAND SEA OF JAPAN AND  
HONOLULU.

Carmarthen, 20th April, about 1st April 20.

Orford, 20th April, about 1st May 20.

THE Steamship  
"CARMARTHENSIRE"will be despatched for SAN FRANCISCO and  
SAN DIEGO, via NAGASAKI, KOBE,  
INLAND SEA, YOKOHAMA and HONO-  
LULU, on or about the 20th April, at Noon.Through Bills of Lading issued to any point  
in the United States.  
Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel packages  
will be received at the Office until the same  
time. All parcels should be marked to address  
in full. Value of same is required.Consular Invoices, to accompany cargo des-  
tined to points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.For further information as to Freight or  
Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan.  
Hongkong, 28th March, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 2nd May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 27th May, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd June, at Noon.

THE U.S. Mail Steamship  
"CHINA"will be despatched for SAN FRANCISCO,  
via SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA and HONOLULU,  
on TUESDAY, the 2nd May, at Noon, taking  
Passengers and Freight for Japan, the United  
States, and Europe.Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct lines.Particulars of the various routes can be had  
on application.Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Service, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Gulf Ports  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.Freight will be received on board until 4  
P.M. the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 7, Praya Central.

NORDDEUTSCHER LLOYD.

NOTICE  
STEAMERS: SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN and HAMBURG.  
PORTS IN THE LEVANT,  
BLACK SEA AND BALTIC PORTS.  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON and SOUTH AMERICAN  
PORTS.  
THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON, LONDON,  
HAMBURG, BREMEN and LUGER.  
CARGO CARRIERS TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PORTS IN RUSSIA.  
PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.  
Prinz Heinrich (Wednesday, 26th April, 1899).  
Sachsen (Wednesday, 24th May, 1899).  
Bayern (Wednesday, 19th July, 1899).  
ON WEDNESDAY, the 10th day of April,  
1899, at 11 A.M. the Company's Steamship  
"PRINZ HEINRICH" will call at Hongkong  
with CARGO PASSENGERS, and will  
call at SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA and HONOLULU, and  
will proceed direct to BREMEN and HAMBURG.  
Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Gulf Ports  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.